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New-Work Daily Tribune

TUESDAY, JANUARY 13, 1857.

TO CORRESPONDENTS. TO CORRESPONDANTS.

We notice can be taken of anonymous Communications. What ever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guaranty of his good faith.

We cannot undertake to return rejected Communications.

Pobsethers, in sending us remittances, frequently omit to men tion the name of the Post-Office, and very frequently the name of the State, to which their paper is to be sent. Al ways mention the name of the Post-Office and State.

A limited number of advertisements are taken in THE WEEKLY TRIBUSE at the rate of one dollar a line. This paper has attained a circulation of 175,000 copies, and is unquestionably the best medium extant for advertising in the country. Advertisements should be handed in at any time before, and not later than Tuesday of each week.

In the SENATE yesterday, after a lengthy debate, the lows Election case was decided by the adoption of the resolution offered by the Judiciary Commit-The vote was, yeas 28, pays 18.

In the House, Mr. Benson reported back the

Senate bill, amendatory of the act to promote the efficiency of the Navy, which provides for the restoration of such dropped, furloughed, or retired officers as may favorably be reported on, through courts martial, the finding being approved by the

The Committee to investigate alleged corruptions

The Committee to investigate slieged corruptions in this Congress was authorized to go back to the commencement of the first session.

A resolution of Inquiry was adopted, having in view such reorganization of the United States Judicial Districts as will equalize the business of the Courts.

We have painful news from the Western plains. Two surveying parties are believed to have been murdered by the Indians, and a portion of another party frozen to death.

The Free-State Legislature of Kansas reassembled at Topeka on the 6th inst. A quorum was not formed, but a U. S. Deputy-Marshal was on hand, who arrested seven of the members present, and was prepared to arrest some twenty more, on charges of high treason-said treason consisting. not in "levying war against the United States, ad-"hering to their enemies, giving them aid and com-"fort," as the Constitution expressly requires, but in being sworn in as members of the Legislature. It is to be remarked that no acts have been passed by this Legislature at either of its sessions, and that all possible care has been taken not to bring it into collision in any way with the Federal or Territorial authorities. These arrests, therefore, result from a wanton and wicked plot on the part of the Pro-Slavery leaders to raise afresh the flames of civil war, and give the Missourians a pretext for another raid on the Free-State settlers, and a fresh eack of Lawrence. The persons arrested refused to accompany the Marshal, and he went back to Lecompton empty-handed. It is probable, however, that they will deliver themselves up to the Federal authorities after the Legislature shall have again adjourned.

The Committee of Investigation raised by the House yesterday asked and resdily obtained an extension of its powers, so as to enable it to inquire into all the alleged instances of corruption in the legislation of the present Congress. There is every reason to believe that the investigation will be prosecuted earnestly, vigorously and impartially, to a satisfactory result.

The United States Senate yesterday ousted Mr. Harlan from the seat to which he was indisputably elected by a clear majority of the Legislature of

We regret this less on account of Mr. Harlanwho will be promp'ly reëlected by a largely increased majority-than because of the premium to faction at d anarchy which it holds out. In the present case, the two branches of the last Legislature of Iowa agreed to meet in Joint Ballot for the choice of a United States Senator. They did so meet, and, after ineffectually balloting, adjourned to a future day. But meantime the Democrat'e Senate d scovered that, should the adjourned joint meeting

be held, a Whig United States Senator would be chosen (there being a Whig majority in the House and in Jeint Ballot); so they resolved not to attend the adjourned joint meeting.

but adjourned the Senate over that day. A quorum of the House and a minority of the Senate nevertheless attended the adjourned joint meeting, and Mr. Harlan was therein elected, receiving the votes of a clear majority of the whole Legislature, and was commissioned accordingly. Such are the circumstances of an election which the United States Senate has just, by an essentially partisan vote, prenounced invalid, thus inviting s majority of one House in a Legislature, when overbalanced in Joint Meeting, to try the dangerous resort of breaking up a Joint Ballot. It is quite within the bounds of possibility that this decision may yet deprive the Federal Senate of a quorum, and thus paralyze the Government.

The news from Europe by the Asia, which arrived yesterday morning, wears a warlike aspect Pruesia and Switzerland are still on the verge of war. There are rumors of a mediation and arrangement, but nothing sufficiently decisive to serve as the basis of a well-grounded hope of an amicable settlement. In England Capt. Hartstene and his companions are most kindly and cordially entertained by various public bodies. Hugh Miller, the geologist, is dead. He was found in his room on the morning of the 24th ult, with a pistol beside him, which had been discharged into his heart. He had previously been subject to nightmare and somnambulism from overwork. The pistol was at hand as a weapon of defense against robbers, who had attempted to break into his geological museum. It is believed that in an attack of somnabulism, supposing the robbers to have come again, he rose and took the pistol, and was accidentally killed while going to meet them. There is nothing new from the war in Persia. The report that there are 50,000 Russians in the Caspian provinces, ready to aid the Persians in case of need, is confirmed. The new Paris Conferences are to consider nothing beyond the question of Bolgrad and the Isle of Ser-

Is a Railroad to the Pac fic through our own territory practicable? and is it a National necessity The negative of both these questions has been recently and vigorously presented through these columns by able correspondents. We ask a candid bearing for the affirmative.

"The slothful man saith, There is a lion in the way." It is an old trick of the tribe, and there are several other tribes which, for various reasons, join in the cry. The disunionists of all shades "frem snowy white to sooty," hate the Pacific Road, because they think it tends to keep the Union tegether, and can conjure up all manner of ingenious reasons for opposing it. Affiliated with these are the Strict Constructionists of the Virginia school, of whom W. P. Harris, late M. C. from Mississippi, tersely and happily said: "Those Virginia gentle-" men carry the Constitution like a revolver, and "they draw it on you on the slightest prevocation." After these train the open, honest antagonists of a Pacific Railroad. We propose to deal with these gentlemen in order:

Some fifty years ago, De Witt Clinton wrote to Thomas Jefferson, developing his idea of uniting the navigable waters of the Hudson with those of the Great Lakes by a Canal. Mr. Jefferson responded in substance: 'Your canal project is a grand one, but it will not do to think of realizing it for half a century yet." Clinton thought otherwise. He urged the canal project—not a future, Millennial canal, but a canal forthwith—in defiance of ignorant vituperation and shortsighted clamor. "Visionary," "demagogue," "office-seeker," "madman," "instrument of speculators," trader in popular credulity and State bankruptcy"-such were a part of the compliments showered upon him for his advocacy of the Eric Canal. This city, which that canal has since made the Emporium of America and placed on the high road to become the emporium of the globe, was foremost in villifying and resisting "Clinton and his ditch." Delegations were chosen hence to the Legislature, instructed to vote for filling up said ditch. Thousands of honest, tolerably intelligent Democrats honestly believed that the Canal was a swindling humbug-that it never would or could be built-and that, so soon as Clinton should cease to need it as a fulcrum for his selfish ambition, it would be universally abandoned. But Clinton, unmoved by this tempest of calumny, persevered; and, about twenty years from his former communication, wrote Jefferson that the Canal was finished. Mr. Jefferson confessed his former error with the frankness natural to a great mind. "I "thought," he now wrote Clinton, "that you were half a century ahead of the times; but I find "that it was I who was half a century behind."

Will any man seriously contend that a Railroad to the Pacific is now an enterprise one half so formidable for this Nation as a Canal to Lake Erie was fifty years ago (when hardly a Canal of any length existed out of China) for the State of New-York, then containing but one-fifth of its present population and not one-tent. of its present amount of property !

I. Let us consider, for a moment, the probable cost of the Pacific Road:

Leaving all questions of route out of sight, we will assume, what no one, we think, will contradict, that if the thousand miles or less of the proposed Road, stretching from the eastern base of the Rocky Mountains to the western foot of the Sierra Nevada. were this day constructed, the residue would make itself without help from Government, in the course of a very few years. Practically, therefore, there s but a stretch of a thousand miles or less with which the Government need concern itself.

What ought this thousand miles or less to cost We will admit that it traverses what, in the average, is a difficult country. Yet the passage of the Rocky Mountains is notoriously easy; and a road down the Columbia River, whether from Minnesota by its north or from Missouri by its south branch, would encounter no serious obstacle until it reached the Cascade Range. In either case, it could not be difficult to follow down the course of the Columbia to its mouth; but to leave that river on the left and follow up the Yakima into the Cascades and down the opposite slope to Puget's Sound, would probably prove more expensive. We are confident, however, that the impediments encountered even on this route need not exceed those surmounted by either Pennsylvania or Maryland in running railroads across the Alleghanies, or by Austria in traversing the Eastern Alps between Trieste and the Danube. The southern route is prenounced by its friends at least equally practicable, and we believe truly.

Ought this Road to cost more than one of equal length through a settled and civilized country of

similar topography? The efficiative of this question is constantly

assumed by the adversaries of the Pacific Road, but we think unadvisedly. If the Road is to be built, we think no friend will object to a grant of two or three wiles in width on each side of the track to the builders, with the right to take freely timber, stone, coal, iron, and other minerals for its construction from any part of the Public Domain. Now these privileges, we believe, will reduce the cost of mabing this Road at least twenty-five per cent. Let wheever coubts this inquire how much is usually paid by railroads in densely peopled communities for land damages, removal of buildings, as also for ma'erials, and he will find our estimate not too high. It may here be remarked that railroads over routes of equal ratural feasibility cost more per mile on the continent of Europe than in this country, and far more in Great Brita n-the saving by the low wages of labor being overbalanced by the far heavier charges for land damages, &c.

The cost of bridges is usually a serious item in the construction account of railroads. Unless our knowledge of the topography of the country is very defective, the cost of bridges on either route pro posed for the Pacific Railroad will be compara-

tively moderate. We believe that, if the Government were to ad vertise for proposals for constructing a National Railroad, entirely within our own country, connecting, through existing State Railroads or otherwise, the Atlantic with the Pacific, on the conditions as to land and materials above indicated, there would be bids with good security to complete the work within ten years, for Fifty Millions of Dollars, even with a provision that they shall run a through train each way daily for the ensuing twenty years, and carry the mail thereon without further compensation. It would be easy to so graduate and guard the payments as absolutely to secure the completion within the stipulated time and terms. Others may say that, with the gift of five or six miles in width, and with materials from Public Lands out side, the work may be constructed for a bonus of half the sum above named; if so, so much the better for our argument.

II. Is there any Constitutional obstacle to such an expenditure for such a purpose?

Everybody has seemed hitherto to concede that public works of a clearly National character might be a ded from the Tressury. Mr. Calhoun, Silas Wright, and other magnates of the school of Strict Construction, always proclaimed this. We know no statesman of any prominence who ever denied it. Mr. Wright earnestly insisted that but one work should be provided for in the same bill .-Now, if a Railroad uniting the States of the Atlantic with those of the Pacific is not National in its character, what work can be? We hold it undeniable that resistance on constitutional grounds to the construction of the Pacific Railroad as a National work involves resistance to any and every appropriation for purposes of Internal Improvement. We will add nothing on this point.

III. Is the Pacific Railroad needed? and will it

One of our correspondents has urged that this work is not needed, because there is more pressing and instant need of a good carriage-road. This seems to us much like insisting that a man can't possibly need clothing because he is ferociously hungry. He who don't know that a railroad would insure at least one good carriage-road by its side must be beyond the reach of argument. But we agree that a good carriage-road ought to be made at once-this very year-and a mail run over it at least weekly. That will satisfy an urgent need; but it will by no means satisfy the need of a rail-

This correspondent urges that a Pacific Railroad would enhance the money cost of overland passage to California. So would a carriage-road. At present, the Western emigrant camps out at night and pastures his beasts of burden on the broad prairie. He has seldom a chance to spend a dollar between the Missouri and the Sacramento. But let a carriageroad be constructed, and all the good land within reach of it will soon be taken up; the emigrant must pay for his fodder and can find no game; so it will cost him ten dollars to cross the Plains after a carrisge-road is completed to one now. If our correspondent is right in his premises, therefore, there should be not only no Railroad to the Pacific, but no read at all.

Now as to the utility and revenues of a Pacific Railroad.

We do not hear one word suggested against the Road on these grounds which could not have been urged with far greater plausibility and force against the Erie Canal fifty years ago. When that work was projected, its route lay mainly through desolate swamps and marshes. Buffalo was at best a hamlet: Utica a village: Syracuse, Rochester and Lockport were yet unheard of. Before the Canal was completed, however, its line was dotted with thriving villages, and hundreds of boats, freighted with goods and produce, were ready to navigate its waters. We firmly believe that a Pacific Railroad, commenced in 1858 and completed any time between 1865 and 1870, would find millions of inhabitants ranged along its immediate line-say within thirty miles of the track-before 1870, and that it would have a way business throughout equal to the Erie. And as to through travel and traffic, we estimate the former for its first year at fifty thousand each way, yielding a revenue of at least Five Millions, while its freights would far exceed that amount. We believe a good d uble track road from the Mississippi to the Pacific would do a business of Twenty Millions per annum before it had been five years in operation.

-In the foregoing, we have left all calculations of Oriental and trans-Pacific Commerce out of view. That the construction of the Pacific Road would add immensely and rapidly to the population and wealth of our Pacific territory-that the completion of the enterprise would be hailed by the shoute of Three Millions of our countrymen beyond the Rocky Mountains, a hundred thousand of them peopling whatever city shall be the Pacific terminus of this Road-that the commerce of the North Pac fic would inevitably and swiftly center upon said city-that Western America, to the crests of the Rocky Mountains and measurably to the Mississippi, would be supplied not merely with Teas and Silks, but with Oil, Fish, Lumber, Sugar, and many other staples, by means of this Road, we have no doub's. That the gold of California would traverse it, we presume not even J. S. P. will dispute. The assumption that, because an article will not justify transportation from the Pacific to the Atlantic, therefore it can afford no eastward freight to this Read, is a transparent futility. Lumber will never be brought from the forests of Oregon to New-York, yet that millions of tuns of it would be transported on this Road for distances of fifty to five hundred miles, and would afford freight to nearly every part of it, we cannot doubt. So of Coal, Over, the baser Metals, and everything which now afferds freight to Railreads. That this Road would

large income, is no more doubtful than the tangible existence of the Erie Canal.

We admit, however, that we value its moral influence quite equally with its material uses. As a strong ligament of union between the East and the West-as affording scope to the National energy and enterprise in an opposite direction to that evinced in Fillibustering and Annexation foraysas an exemplification of American ability, aspi ration and wise forecast, we earnestly desire the early inauguration and vigorous prosecution of the Pacific Railroad.

Amid the general depression of everything like a free public spirit in Europe, it is cheering to behold a people standing to their rights and to justice, in the face of an almost universal combination o great Governments and faithless diplomats. Such a spectacle is presented by the contest between Switzerland and Prussia. Hitherto confined to diplomacy, this contest is now beginning to wear the syn ptems and proportions of a wide-spread and bloody conflict. The King of Prussia, having exhausted admonitions, menaces and his gracious patience, prepares to draw the sword. The natural right of the people of Neufchatel to choose for themselves the form of government which they prefer, will of course determine the conclusion of every unprejudiced mind. But this absolute right receives a confirmation from even the musty parchments which the King of Prussia has invoked as the basis of his pretensions. When, in 1707, the house of Hohenzollern, by cession, by purchase, by the payment of the debts left by the last possessor of the lands of Neufchatel and Valengin, and, finally, by the bribery of a few of their more influential inhabitants, acquired the sovereignty of that country, everything was submitted to the sanction of the people of Neufchatel. The people elected the King of Prussis; the people invested him with sovereignty under certain conditions, and the King formally submitted to the conditions imposed by the people. Without that election and popular investiture, all the old parchments would have been wasted along with the King's money, which made them his.

In 1848, the people repeated the same act, which, some hundred and forty years before, laid the foundation of that royal sovereignty, and refused further obedience. A few months ago, a small number of foolish aristocrats and courtiers attempted, in defiance of the law, to raise again the Prussian standard; but they were seized by the people, and delivered to the judicial authorities. Hereupon the King after the fashion of kings, desires to interfere and interrupt the course of justice. He demands the unconditional release of these rebels and traitors to their country. It is in such a quarrel as this that the Prussian armies are now organized upon the war footing; while on their part, the sturdy mountaineers reply by quietly cleaning their rifles and preparing to return lead for lead. We still hope to see the affair settled amicably, without any wanton secrifice of human life, and especially the precious life of Swiss patriots; but, if the worst comes to the worst, we have full confidence in their success. If the fight must come, we shall, as we trust, witness the severe castigation of Prussian impudence, now so inflated by the easy laurels won in 1849 in a liberti-

It is almost amusing to see with what assurance

the Prussian diplomatic organs speak of overrunning the left bank of the Rhine, between Basle and Zurich, and taking possession of Pasle and Schaffhausen, as neither those cities nor this margin of Switzerland are inclosed by those natural fortresses which constitute the Alpine region proper. In her atmost necessity Switzerland can bring out 300,000 well-drilled, well-organized soldiers; one-fourth of them will be sufficient to render even the approach to the Rhine decidedly unpalatable to the Prussian braggarts. Should the quarrel come to blows, Basle and Schaffhausen will be defended with that unyielding tenacity for which the Swiss have fame as wide as it is well-earned. But the King, nobility and army of Prussia are tak ng on martial airs, it is not so with the commercial and industrial population, still less with the financial streets of Berlin and other Prussian cities. The pecuniary net-work which stretches out from Paris over the whole Continent, shows a fearful uneasiness. The financial spiders who have spun it and who are making fat fortunes by it, heap their curses upon the headstrong obstinacy of the Swiss. The people of Switzerland are alternately threatened and coaxed, but without effect. Diplomacy is busy and talks about bases and honorable issues. Its last scheme for the settlement of the difficulty is to indemnify the King of Prussia for the loss of Neufchâtel by allowing him to swallow some small German Principality, perhaps Brunswick or Dessau, both almost surrounded by Prussian territory, and the last sinking under accumulated debts. The project is that the Swiss shall pay the indemnification to the pigmy Duke who is to be sacked. We very much doubt the success of the scheme. The Swiss are prompt to shed their blood; it is far essier to draw that from their veins than their money from their purses. Poeket-wise, the Swiss have always shown themselves immovable, and they will not be likely to submit to this diplomatic exaction. Already, indeed, the Swiss Federal Government

s accused of obstinacy for refusing to follow the advice of Louis Napoleon and release the prisoners in question. Aside from the dictates of national dignity and honor, of which the Swiss people are the best judges, there is, in this affair, a certain historical retaliation. When the Royalist party of Neufchâtel, including some even of the individuals now incarcerated in prison, were in power, they kept for years and years in close confinement certain patriots who attempted in 1831 what was not fully accomplished until 1848. Those prisoners were condemned by those same Royalists to perpetual imprisonment, and, with their families, were treated with the utmost severity. All this was done with the sanction of his Prussian Majesty. They finally recovered their freedom only by a successful attempt to escape. Moreover, the Loyalists of Neufchatel, with the Prussian diplomatic officials, form a nucleus around which are grouped all the remains of effete aristocracies, of that Protestant bigotry which the Swiss call Momieism, and even of Jesuitical intrigues. All these domestic enemies of the Republic have leaned of late more toward Prussia even than to Austria. The Federal Government follows, therefore, a wise policy in persisting in breaking up and crushing the focus of sedicion and treason embodied in the imprisoned conspiraters, and thereby securing for the future harmony and quiet throughout the interior of the country.

With such a war threatened against Switzerland, every true American must regret that the impossibility of direct communication renders it difficult for our Government and our People to take decided measures to support her cause. Such aid from us would be no attempt to overthrow an existing system, no interference in any internal brails between the governing and the governed, no fillimore than maintain itself, and ultimately yield a bustering; but it would be a rightful and legiti-

mate defense of a people to whom we are bound by nober ties than any made by compact or treaty, namely, by the identity of republican and democratic principles.

The Richmond Enquirer, in its researches in bebalf of chattel Slavery, has a scovered that "there is not a more striking lesson in history than that which attests the instability of the factitious prosperity of empires built on a b. wis of human enterprise and irgenuity." This is rather a startling statement, but we must do The . Inquirer the justice to give the explanation contained in the following sentence: "Very different is the fate of pations who build upon the impregnable basis of sgricultural prosperity." "Agricultural prosperity," therefore, according to The Enquirer, is something so self-supported and spontaneous as not to stand in the least need of "human enterprise and ingenui'y." It depends solely upon what The Enquirer is pleased to call "the inexhaustible bosom of nature;" so that, given a fair field gang of negroes, all agricultural countries will blossom and bear like the primal Paradise. Ergo, while manufacturing and maritime interests "rest upon an accidental combination of circumstances," the agriculturist s privileged, always provided he has negroes, to discard enterprise and ingenuity, rest supinely and permit the fruits of the earth to drop into his mouth; therefore, he has nothing to do but by hook or by crook to get negroes, and wherever he goes always to carry with him negroes; and thus, when Lowell and Lawrence are in ruins, and not a ship sails from New-York or Boston, the South, solely by virtue of its negroes, will be exempt from those sudden and total eclipses which extinguish the glery of commercial empires." Its wealth, says The Enquirer, will not "take wings and fly away;" although, unfortunately for the theory, it does sometimes take legs and run away. The reader has already anticipated the corollary of this admirable reasoning. It follows that it is the duty of the South "to insist upon the legitimate expan-'sion of its institutions." Those who can conscientiously put a Q. E. D. at the end of all this may do so: we cannot.

It is not our intention to write a treatise on political economy at this time, nor does the occasion require it. A few very simple sentences will dispose of The Enquirer. Unfortunately for its theory, "the inexhaustible bosom of nature" upon which, in connection with negroes, it so confidingly relies, is, if we may credit Gov. Wise, already showing signs of exhaustion even in the highly Africanized State of Virginia; and hence the Gubernatorial tears and wrath to which we have been so liberally treated. The experiment of discarding "human enterprise and ingenuity" does not appear to have been entirely successful; and Virginia is just now sorely in need of "the enterprise" of rotation crops and of "the ingenuity" of subsoil plows. Nor can we understand exactly how our Southern cotemporary will isolate himself upon the impregnable basis of agricultural prosperity. He cannot cat his cotton; he cannot cat all his to bacco; and yet he has a profound contempt for ships, and a mertal horror of spinning-jennies. After "the fleeting grandeur" of the North is gone, does he propose to do anything so fool-hardy and sinful as to inaugurate a little "fleeting grandeur" at the South? Really, when we poor creatures of circumstances have met with our predestinate doom, we are afraid that the Richmond economist, seated upon his "impregnable basis," will have a sorry time of it.

One would think, to read these rather awashy peculations in The Enquirer, that free labor was incapable of raising so much as a single turnip, and that in some way or other "human enterprise and ingenu ty" were at the bottem of the potato blight. While a glory more permanent than that of Tyre is to be secured by the Southern system, the glory of the North will fade away, because it has no negroes, and therefore can have no sgriculture. But, unfortunately for the theory, the North already has an greeniure which the figures show to be very respectable. Indeed, we are not at all afraid to put the results of free labor against those of slave labor. Comparing New-England with the Southern States we find that the former, with an area of 41,624,320 acres of land, is improving 11,150,594 acres, while the latter, with an area of 165,573,760 acres, are inproving only 26,614,289 acres. Thus New-England is cultivating 26.79 per cent of its soil, while the Southern States are cultivating only 16.07 per cent. Put this against 35.72 per cent cultivated in the Middle States, or against 18.56 per cent cultivated in the North-western States, and it will be easy to deduce exactly how much agriculture gains by discarding "human en-terprise and ingenuity." Massachusetts, with a most sterile soil, has 34,069 farms, while South Carolina, one of the most fertile States in the Union, has 29,967; and yet the average cash value of a farm in Massachusetts is \$3,202, while in South Carolina it is only \$2,751, and in Virginia orly \$2,810. But to multiply facts is needless. M The Enquirer will but look with less jaundiced eyes at the Free States, it will find there that close union of manufactures, of commerce and of agriculture in which rests the secret of permanent prosperity, and which has bestowed upon Great Britain an imperial greatness. In this age of the world, te attempt to separate these, or to claim for one interest a profit or perpetuity above the other two, would be exceedingly absurd. But notwithstanding the vast advantages of ag-

ricultural pursuits, something more, according to The Enquirer, is necessary. The Union must be preserved, and as "a last expedient," the South must rally upon the principle of the extension of the Pro-Slavery power pari passu with the aggrandizement of the Anti-Slavery States." Now, if The Enquirer, in addition to "the impregnable 'basis" above mentioned, really thinks that the South is at all dependent upon the stability of the Union-or, in other words, upon the national prosperity and safety-can it be so utterly blind as not to see that by the extension of Slavery, it will only weaken the power and diminish the resources of national defense? In Heaven's name, what would the South do now, with its whole servile population in a state of ferment, against an invading army? With insurrections threatened or feared in so many States; with society "stirred up," to use the language of The Natches Free-Trader, "as an irrupted volcano;" with "strong men shut up in their houses with fire-arms," it is well that no foreign foe sagacions enough to improve his advantages is upon the soil. And yet this is the helpless condition to which The Enquirer would reduce new and frontier States, and it is by the introduction of such a social torpedo that it would promote the national safety. This is something which concerns us all; and, putting out of the question considerations of abstract morality, and even considerations of internal economy, we feel that, as members of this great confederacy, we have | pleasantly,

a right to sek to that protection which the South seems incapable of wring for itself, and for as immunity from that rain to which it would made involve us all.

Mr. Thrasher, long a resident to Cuba, and well known for his intimate connection with the attempts made of late years to detach that island from Spain, has published a letter in which he avows his opinion that for the present any fiftibustering enterprises directed from this country against Cuba must be utterly fruitless. The former efforts of this sort, with which Mr. Thracher was so intimately connected, were all based upon a state of discontent among the inhabitants of Cubs, from whom the pecuniary means to support those operations, estimated by Mr. Thrasher at fully two millions of dollars, were entirely drawn.

That discontent had been greatly stimulated by the refusal of the Cortes to carry out the provision of the Constitution of 1835, by which Cuba was assured a representation in that body, and the rejection, in 1837, of the three Deputies who had been elected in Cuba under that provision. The policy thus adopted by the mother country, of strictly retaining Cuba in the position of a Colony, to be ruled with an exclusive eye to the interests of Spain, with little or no regard to the views or wishes of the Cubans, led to the project of a revolution, to be effected by the conjoint operation of patriots at home and sympathizers and fi libusters from abroad. A great impulse, according to Mr. Parasher, was given to this movement by the acts of Pezuels, as Captain-General, between December, 1863, and May, 1854-acts which were interpreted by the Cubans as having in view and tending toward a sweeping and speedy measure of emancipation.

Since that time the policy of the Spanish Goverament and the state of public feeling in Cuba have both undergone a great change. The feelings and wishes of the Cubans were so far regarded that Pezuela was snubbed, all intentions to emaucipate the slaves expressly disavowed, a part of the public offices were opened to the natives of the island, and measures were taken for allowing the Cubans a certain degree of influence, at least in the way of opinion and advice, in the administration of their own affairs. Even those who were in exile from former opposition to the Government or implication in former revolutionary movements, have been treated with great lenity, having been not merely allowed to return home, but solicited to do so, and even when they have refused to return, having had their property restored to them.

While the dissatisfaction of the Cubans with the mother country has thus been appeared, they have ceased to look to the United States with so much confidence as formerly. The Know-Nothing party, with its hostility to Catholicism and to foreigners; the Republican party, with its opposition to the extension of Slavery and the admission of new Slave States, are neither of them features in our politics very encouraging to the Cubans, while they have found out that even the Democratic party cannot be relied upon for any decided and positive support. At present, there is no disposition in Cuba to cooperate in any revolutionary movements with a fillibustering force from the United States. Indeed, it is reasonable to suppose-a point, how ever, to which Mr. Thrasher does not refer-that the operations of Walker in Nicaragua must have led the Cubans to regard all such expeditions with feelings of the greatest distrust.

A new quarrel, however, according to Mr. Thrasher, is breeding between the Spanish Government and the Cubans on the subject of the increase of the African population. He pretends that the slave-trade has all along been sustained against the wishes of the Cubans, in which, we suspect, there is just about as much color of truth as in the ofe repeated assertion that when the United State were colonies the slave-trade was forced upon them by the mother country against their wishes. He also represents the project now on foot to substitute the importation of apprentices from Africa instead of slaves, as in substance an attempt to relegalize the slave-trade, and as opposed by the Cubans on that ground; whereas, in our opinion, their opposition to it is entirely based on the apprehension that this apprenticeship system, once introduced on a large scale into the island, must lead to great modifications in the slave system, if not to its total abolition. Cubans may doubtless now and then express, just as our cotton-planters sometimes do, vague apprehensions about the increase of the African population; but with the present demand for labor in Cuba, and with no other ground of complaint against the mother country, except an increase in the number of Africans, whose labor can be availed of by the planters, we do not imagine that any new revolutionary movements are very im-

A NEW CHARTER.

A Joint Committee of the Boards of Aldermen and Councilmen, composed of Aldermen Moneghan, Harris and Griffiths, and Councilmen Boole, Haswell, Warner, Jones and Mitchell, met in Mr. Valentine's office, City Hall, yesterday afternoon, in conference with the Mayer, relative to a new charter for the City and County of New-York. Several reporters of the daily papers were present, but, at the suggestion of the Mayor, Mr. Boole requested them to withdraw, as topics would arise in the course of the meeting which they would prefer not being made public until something definite had been fixed upon. The reporters accordingly withdrew.

At the termination of the conference our reporter learned that the matter under discussion was the minority report of the Special Committee, prepared by Conneilman Boole, and submitted to the Board in Feb

The principal features of this Charter, which is favored by Mayor Wood, are:

A Board of Aldermen and a Board of Assistants; A Board of Aidermen and a Board of Assardant Aldermen elected for two years; Mayor for two years; election same day as now; legislative business to be consucted as under the Charter of 1839; the Mayor to nominate and Aldermen to appoint all heads of Departnominate and Altermen to appoint all heads of Departments, and the Mayor to organize immediately an Executive Council, consisting of the Controller, the Corporation Counsel, the Chief of Police, the President of the Croton Aqueduct Department, the Street Commissioner, the City Inspector, the Commissioner of Repairs and Supplies, to assist him in supervising and carrying on the executive duties of the city. Present elective heads of departments to serve out their terms. Afterward heads hald office three years, unless removed for cause, and to nominate their own heads of bureaux and clerks, with consent of the Alderment to serve of the Mayor. The Chief Engineer to be elected as now. Common Conness to direct all expenditures without restriction as to offering to lowest bidders.

This Charter is designed to give the Mayor cutire control of the Executive branch of the Government and the Common Council the handling of all the money and estate of the city.

THOMAS FRANCIS MEAGHER CLUB. - This Club celebrated the fifth suniversary of the escape of Thomas Francis Meagher from English bondage by a ball and supper at Tammany Hall last evening. There was a large and gay assumblage, and the affir passed of